NEW-YORK, SUNDAY, FEBRUARY 10, 1895.-TWENTY-SIX PAGES.

RETREAT OF THE ICY BLASTS

A VASTLY MORE COMFORTABLE TEM-PERATURE HEREABOUTS. .

TRANSPORTATION LINES BEGINNING TO CON-

FORM A LITTLE MORE CLOSELY TO THEIR SCHEDULES-MAILS STILL DELAYED CON-

SIDERABLY-DOMESTIC ECONOMY INTERFERED WITH IN

MANY RESPECTS. The storm has left us and gone sailing up in the direction of Nova Scotia and Newfoundland. The temperature has risen ten or fifteen degrees. The speed of the gale has gone down thirty or forty miles an hour, and matters in general are

settling back to normal conditions. But not so with everything. The ferryboat business is still hazardous and desultory. The Wall and Fulton st. lines have temporarily suspended operations. The Roosevelt-st. line only began running in the afternoon. The North River lines did the best they could yesterday, but that was only from a half to a sixth of the usual number of trips. The Staten Island boats floated up and down the river in iceffoes in the most delightful uncertainty as to where they were going to bring up. To the average man who looked down from the Brooklyn Bridge or other point of vantage on the harbor it was a miracle that boats should get about at all. The water had almost completely disappeared beneath a solid mass of grinding, crunching ice, and only occasional narrow lanes of water showed that it was a river and not a glacier that lay between

the two great cities. The foot passengers and the trucks that usually travel between New-York and Brooklyn by the water routes were all added to the customary multitude that ebbs and flows across the Bridge The keen wind made the promenade unpopular, and the whole mass of people crushed into the Bridge cats. It was estimated that 150,000 people were handled by the Bridge cable in the course of the day. The rush was bad enough in the thre hours of heavy morning business, but when the same crowd all tried to get back across the Bridge in the two hours of heaviest evening traffic the result was wearing on the nerves of Bridge police and railroad officials. The platform at the New-York station was covered with a solid mass of humanity, which never seemed to vary in volume. Trains were shot into the station as fast as they could be filled and sent out, regardless of schedules. Every minute a four-car train would absorb its utmost capacity of passengers from the waiting crowd, but for every passenger that was taken off two more pushed forward, and the crush increased. The cable did its work smoothly and promptly all day.

IMPROVEMENT IN LOCAL TRAFFIC. The local transportation lines also got down to something like a working basis. Commissioner Waring's hordes of snowslingers scraped the main streets clear and gave the trucks a chance

to get out of the way of the cable-cars. The Ele-

vated trains ran an almost full schedule. Uncle Sam's postal business was the greatest sufferer. The Southern mail service seems to be completely blocked. Only one mail came in from south of Washington. That was at 6 a. m., and was day before yesterday's mail at that. Nothing of any importance has been received from the Southwest. The Chicago mail, due yesterday morning, reached the Postoffice at 5:20 p. m., and the Montreal mails were about eighteen hours late. The clerks in the foreign mail department broke their long rest and hustled the heavy mail received on the Teutonic forward to its various points of distribution. When the many steamers now overdue do reach port, the deluge of mail matter will be something overwhelming. The outgoing mails are also delayed, the Aurania, which was to have sailed yesterday, being held, and the

mail trains. THE WAIL OF THE HOUSEWIFE. The wail of the housewife is now being heard above the subsiding roar of the storm. Gas pipes and water pipes are frozen. Gas metres have struck. Milk is a missing quantity. Fruit is Radiators refuse to radiate, and woes of

railroads being also slow in sending out the usual

every kind accumulate.

The weekly review of the storm by the Central Park Observatory is of interest, as the conditions there recorded are the conditions of the average New-York home, while the United States Signal Service Station is so high as to be States Signal Service Station is so high as to be in another stratum of atmosphere. The mean temperature for the week is shown to have been 11.3 degrees, the lowest being 4 below zero, recorded at 7 a. m. Wednesday. The lowest barometer reading was at 1 o'clock Friday morning, that being the crisis of the storm. The total snowfall was only five inches, but the wind travelled 2,267 miles in the week, an average of 12½ miles for every hear.

TRAINS STILL BEHIND TIME.

TRAFFIC ON THE RAILROADS A LITTLE IMPROVED.

THE CENTRAL SENDING OUT ITS TRAINS ON TIME

BUT THAT DOESN'T MEAN THAT THEY'LL REACH THEIR DESTINATIONS AT THE HOUR

CALLED FOR BY THE SCHEDULE-THE

CONDITION OF THE LINES IN JER-SEY AND ON LONG ISLAND.

No one could have told by the looks of the Grand Central Station yesterday that the New-York Cen tral Railroad had just wriggled out of the clutches of an unusual winter blockade, which made itself felt from the Forty-second-st. station to Buffalo, and is not yet entirely raised. All trains were started on schedule time, the congested condition of the walting-rooms was reduced to one of normal if there were no snowdrifts ahead. The officials of the road made the condition of affairs known, and all passengers knew when they boarded the trains that, though the trains left on time, there was serious doubt as to their arrival within some urs of their regular time. The blockade at New-Hamburg, caused by an accident and the storm combined, was raised, but at other places along the line the drifts were so deep that travel was alow, and the Empire State Express, which started at 8:30 a. m., was about two hours late at Albany.

The train which left the station at 4:30 p. m.

on Friday reached Albany about midnight, and was about nine hours late at Buffalo.

The first mail in twenty-four hours to reach this city over the New-York Central and Hudson River Railroad arrived at about 10 p. m. on Friday, but the delayed trains are all bringing in mail now. ern road were all from five to eight hours late. The trains from Albany were all from one to three hours late. The reports received at the Grand Central Station late yesterday showed that the storm was still raging west of the New-York Central's line. Most of the trains from the West were abandoned at Buffalo, and the passengers were sent

East on new trains made up at that point 'Our road is being operated at every point," said Mr. Van Etten, "but not to its full extent. We anticipate no inconvenience because of coal should the storm continue, because we have a ninety the storm, and saved ourselves and the publi ficer of the Weather Department at Washingto coming of the storm, and had all freight trains sidetracked at once. This gave us a better chance to handle our passenger business." cept the one at New-Hamburg there were no ac-

idents on the Central.

The milk train came in on time yesterday mornig, and another came later in the day, but the of milk carried was much less than sual, not because of any fault of the railroad, but

Continued on Third Page.

THE TEUTONIC AT HER PIER.

SHE RESCUED A SCHOONER'S CREW OFF LONG ISLAND.

END OF A LONG AND TEMPESTUOUS VOYAGE-A PASSENGER AND A SAILOR INJURED-CAP-TAIN CAMERON FROSTBITTEN-COMING

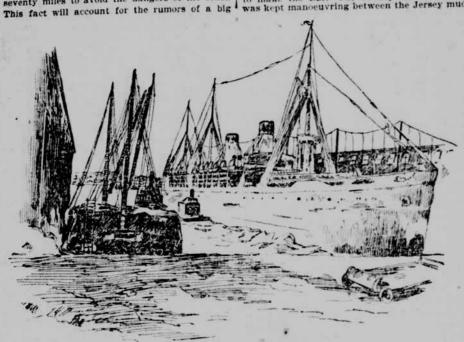
TO THE COAST IN A HURRICANE OF WIND AND SNOW.

The big White Star steamer Teutonic came into port yesterday morning, after having been anchored all night off the Sandy Hook lightship. Her long delay in arriving at this port was due entirely to rough weather. The Teutonic caught the full force of the storm as she approached the coast, and on Thursday night, when within a few miles of the Sandy Hook lightship, was in the thick of the tempest. She put off shore for about seventy miles to avoid the dangers of the coast.

to his excellent seamanship."
Sir William C. Van Horne, president of the Canadian Pacific Railroad, agreed with Mr. Ward. He said that he had made many voyages across the Atlantic, but had never seen anything like

this one.

R. H. McCurdy, president of the Mutual Life Insurance Company, who was one of the passengers, said: "We had a magnificent run until we were south of the Banks, on Monday, and then the cyclone struck us. The wind was terrific and there was a thick, driving snow. We were all kept inside. The engines were slowed down, and at once the Teutonic turned tail and for four hours ran before the gale. Thursday night we were off Fire Island. There was a heavy vell of mist over the surface of the ocean, caused presumably by the difference of temperature between the water and the atmosphere, and this formed faster than the westerly gale blew it away. The foghorns were kept blowing and were doubtless the ones you say were heard off shore that night. The steamer proceeded to the lightship, but did not venture to make the Bar. For twenty-four hours she was kept manoeuvring between the Jersey mud-R. H. McCurdy, president of the Mutual Life



THE TEUTONIC WH EN SHE ARRIVED.

steamer having been seen off Fire Island in the howling storm of Thursday night. The Teutonic came in iced up from stem to stern, but she brought her passengers, crew and cargo safely to brought her passengers, crew and cargo safely to the was put about and made for the lightship. It was on our way there that we saw the wrecked fishing smack about 2:45 o'clock p. a.

The Teutonic not only brought in her own passengers and crew safely, but she brought in the crew of the abandoned schooner Jessie Reeves, a fishing vessel, belonging to Fulton The crew sighted the schooner on Friday afternoon, and with great difficulty resued the people on board of her.

The Teutonic struck heavy weather as soon as she left Queenstown, and all the way across the ocean had one of the most tempestuous trips she ever made. As she got further to the westward the winds and waves increased in violence. The cold was intense, and the spray which broke over the vessel froze as it fell, until she was one mass of ice. The first four days of the trip are put down in the ship's log as being days of fresh gales, accompanied by heavy swells.

On Thursday the gale changed to a hurricane, which blew from the west with terrific force. The steamer struggled bravely against the great waves and the adverse winds for awhile, and then, as night came on and the weather grew worse, she stood off shore. Her officers and her passengers had hoped to make port that night but in the face of such a tempest as swept over the ocean it would have been foolhardy to have attempted to cross the Bar. When once well off shore the steamer lay to, but made rapid leeway, so that when Friday morning dawned she was well to the eastward, and began slowly to steam to the westward in search of the light-

the Long Island coast she sighted a schooner flying signals of distress. It was about 2:30 o'clock when the schooner was sighted.

A RESCUE UNDER DIFFICULTIES

The Teutonic ran down to her and lay to. She was then about five miles south of the Long Beach Hotel. Lifeboat No 1 was cleared away and launched in charge of the fourth officer. For an hour the hoat struggled to reach the distressed schooner. The men toiled manfully at their oars, but were unable to make any considerable headway in the tremendous sea which was running. The boat was finally obliged to return to the ship Captain Cameron then steamed around the dis-

tressed schooner until he got his big vessel to windward of her, thus making a lee for the fisherman. The men on the schooner then launched their dory and pulled in safety to the side of the big steamer, when they were holsted aboard, and the Teutonic resumed her voyage to port. The names of the rescued men were Captain John Ericksen, C. H. Godfrey, C. H. Thompson, Nels Nelson, Oscar Kelly, S. Petersen, F. J. Carlsen, Fred Anderson and Harry Larsen. All of them were suffering from cold and exposure when they were taken aboard the Teutonic. The mate of the schooner, in speaking of the adventures of the

crew, said yesterday: "We were fourteen days out from this port, looking for codfish. We had a catch of 1,200 fish and were homeward bound. Two days ago the boat got unmanagebale, and we began drifting. We got jammed in a floe on Romer Shoal yesterday, and were carried out with it toward the

Long Island shore. "It was impossible to get out of the floe, and so we were helpiess. Fortunately the Teutonic came along just as we were giving up hope and took us off. The men saved nothing except what they

The last seen of the schooner she was drifting rapidly to the eastward, and will prove a total

loss.

The Jessie Reeves was owned by George T.
Morse, of this city, and was built in Greenport in 1876. She was a small vessel of forty-five feet length. The time lost by the Teutonic in rescuing the people on the schooner made it impossible for her to get into port that night, so she anchored outside the Bar and came in in

the morning.

It was II:15 o'clock when her icebound hull was moored stongside the White Star pier. She brought 441 passengers, all of whom were glad to get on shore once more, and all of whom were grateful to Captain Cameron for bringing them safe to port. At a meeting of the cabin passengers held on Friday night resolutions were passed in which the captain was praised for his skill and foresight, and for his humanity in rescuing the people on the distressed fishing vessei. The warmest praise was also given to the other officers of the steamer for the manner in which they had performed their duties on the long and tempestuous voyage. When the Teutonic in which they had performed their duties on the long and tempestuous voyage. When the Teutonic got alongside her pier Captain Cameron went to bed at once. He had been on the bridge for eighteen consecutive hours, and had his cheeks frost-bitten. He was completely exhausted from watching and exposure, but will be all right today. The trip was the longest and the roughest ever made by the Teutonic.

HOW THE PASSENGERS FARED. The only passenger who suffered from the effects of the storm was General Farenzy. He was in the smoking-room, when the steamer gave a great lurch and threw him to the other side of the room. His head hit a piece of furnit-ure, making a severe scalp wound. He was able to leave the ship when she reached her pier yesterday, however.
T. Humphry Ward, the husband of Mrs.
Humphry Ward, the writer, was one of the first
to come ashore. He said in speaking of the

steamer having been seen off Fire Island in the | holes and Long Branch, soundings being taken

ship. It was on our way there that wrecked fishing smack about 2:45 o' Wrecker daming smack about 2.45 o'clock p. o.

'The passengers were intensely interested in
the work of rescue, and cheered heartly when
the luckless fishermen were safely brought on
board, though a few of them were nipped by the
cold about the check. For how were but it was too late to venture

PASSENGERS CONTRIBUTE TO CHARITIES. One of the crew of the Teutonic, a sailor named Walker, was laid up in his bunk when the steamer came in, with a broken leg. On Monday night, while on watch, he was struck by a big sea which boarded the steamer, and threw him against a stanchion with such force as to break one of his

The cabin passengers of the Teutonic were hardly able to get up the customary charity entertainment, but they made contributions to three funds. One of 15 was given to the rescued fishermen. The steamer's brave beat-crew received 126 7s 6d, and the injured seamin Walker received f26 5s 1d. The steamer was met at the pler by an un-

usually large crowd of the friends of passengs of and if home-coming welcomes have a record for demonstrativeness, they succeeded in breaking the record.

In the crowd was Harry Roserse, of Tattersail's, a friend of Purser Russell. He had been waiting since Wednesday for the arrival of the Teutonic, which bore precious freight to him—

THE APPROPRIATION BILL.

IT PROVIDES FOR STATE EXPENSES TO THE AMOUNT OF \$0.671.800, AN INCREASE OF \$54.000 OVER LAST YEAR.

ny, Feb. 9. - Chairman Danforth E. Alasworth, of the Assembly Ways and Means Committee, has completed the annual Appropriation bill and will introduce it in the Assembly on Tuesday. The bill carries appropriations for the various State departaggregating 29.631.860, an increase in appropriations \$51,000 over the amount appropriated by last ear's annual Appropriation bill. Increased approowing amounts:

For the next Legislature, made necessary by an increase in the number of its members, \$50,000; for the State militia, or account of increase of compensation while in service, \$50,000; document transportation, \$1,000; Soldiers' Home, \$10,000; State Board of Charities, on increase in expenses and for care of paupers \$15,000; furniture for Secretary of State's office, \$1,000; appropriation transferred from Supply bill for Controller, \$11,500; Lepartment, \$1,000.

Appropriations are reduced this year as follows: Amount reduced from Deaf and Dumb appropria-

Amount reduced from Deaf and Dumb appropria-ion, \$1,99, amount reduced from appropriation for efunding taxes erroneously paid, \$30,000. No appropriations are made this year for the fol-

owing purposes, which were made last year

Mr. Ainsworth will now set to work to prepare

The following are the items contained in the

The following are the items contained in the Appropriation bill:

Executive Department, £35,000; Court of Appeals, £129,200; Supreme Court, £407,400; Miscellaneous Reporter, \$3,000; Attorney-General's office, £35,500; Board of Claims, £30,500; Secretary of State's office, £35,500; Department of Public Instruction, £25,000; State Engineer and Surveyor's office, £30,500; Board of Ralfroad Commissioners, £35,500; Beharding Department, £31,500; Insurance Department, £35,000; State Assessors, £9,000; Commissioners of Quarantine, £7,000; Land Office, £5,000; public offices, £20,000; State Assessors, £9,000; Commissioners of Quarantine, £7,000; Land Office, £5,000; public offices, £20,000; public buildings, £20,000; Regents of the University, £3,000; State Library, £35,000; Commissioner of the new Capitol, £7,500; Legislature, £70,000; State printing, £150,000; agriculture, £235,000; Commissioner of the new Capitol, £7,500; Legislature, £70,000; State printing, £150,000; agriculture, £70,000; State prisons, etc., £25,000; Matteawan State Hospital for Insane Criminals, £3,500; Indian affairs, £,526 €7; militia of the State,£25,000; and affairs, £5,500; Colvil Service Commission,£2,000; and militia,£25,000; Civil Service Commission,£2,000; State Board of Labor Statistics, £25,000; Commissioners of Fisheries, £35,600; rounty Treasurers,£30,000; State Board of Mediation and Destitute Indian Children, £25,000; State Reformatory,£20,000; State Board of Charities,£25,000; blind,£35,000; invenile delinquents,£35,000; State Industrial School,£4000; Syracuse State Institution,£36,00; Custodial Asylum,£56,00; Nagara Reservation,£5,000; supplying other States with reports,£5,000; Trustees of Public Ruildings,£600; Board of Port Wardens,£4,500; payable from the Common School Fund, £35,000; payable from the Common School Fund, capital,£90,000; payable from the Military Record Fund, £3,500; payable from the Military Record Fund, £3,500; payable from the Military Record Fund, £3,500; Appropriation bill:

BOSTON FINE ARTS MUSEUM GETS \$10,000 MORE. Boston, Feb. 9.-The Museum of Fine Arts, which has just come into possession of the Denio bequest of \$50,000 for the purchase of modern paintings, has received another legacy of the same amount for the same purpose. The second \$50,000 was left by William M. Warren, of this city, who died several years ago. The money was, however, not to become available until the death of his widow. But Mrs. Warren waived her rights in the matter, so that the money now comes to the museum, thus placing the sum of \$100,000 at the disposition of the institu-tion for the purpose named.

the friends ashore, and I think the other passengers felt the same. We were not in danger, but there must have been anxiety ashore. Captain Cameron did nobly, and we owe everything to his excellent seamanship."

NO NEWS OF LA GASCOGNE.

THE RHYNLAND AND THE MANITOBA ALSO OVERDUE.

LA NORMANDIE MAY BE HELPING HER SISTER SHIP-THE ANTWERP STEAMER THREE LIEF OR RESCUE-PASSENGERS

Never did the lookouts at Fire Island and

across a wind-swept sea than they did last night. The arrival of the Teutonic, of the White Star Line on Friday night relieved all anxiety regarding her, but rather increased the anxiety regarding La Gascogne. That steamer was six days overdue yesterday, and is now probably knocking about in a wild and wind-tossed ocean, unless she has by good fortune been towed in to the Azores. Two Anchor Line steamers are now overdue here from Gibraltar, and either one of them may have taken the disabled Gascogne into some port in the Azores. If, as is generally supposed, La Gascogne has become disabled as to her marninery she would naturally drift to the southward out of the usual track of steam-

La Gascorne took a southern course, anyway, and would not be sighted naturally by eastbound steamers or by most of those bound west. Not only are the watchers in the misty towers of the Hook and Fire Island looking anxiously for La Gascogne, but they are also waiting to see the signal lights burn which will give notice that the Red Star steamer Rhynland and the Atlantic Transport liner Manitoba are approaching the harbor

These two vessels are now three days overdue, and their agents are pretty confident that the delay is caused by their having fallen in with La Gascogne. Both are seaworthy ships, and would be able to give all the assistance t sary to the French liner. La Normandie, a ship of the same line as La Gescogne, is due here today. She was intending when she left Havre to take the same southerly course as did La Gascogne. So now there are three vessels, two of them overdue, which may have La Gascogn in tow or have taken off her passengers, to say nothing of the two Anchor Line boats from the Mediterranean which may have fallen in with her and have taken her to the Azores.

The experiences of the Teutonic, which was delayed only by heavy weather and stood off the coast after making it, lead shipping men to think that the mather only is responsible for the long



yoyage of the Rhynland. The Manitoba, on the other hand, is a big ship, built principally for freight, and would in such weather as has prevailed recently on the North Atlantic have made quite as good weather of it as the Teutonic. The Manitoba generally in heavy weather is expected in here by her agents not more than a day behind time. The winter storms and winds hone other than a bride. This was a Miss Cross-iny, a young English woman. The wedding day had been set for yesterday. The couple met a year ago on the Teutonic. The couple met a which is built especially for beautiful to the couple met a especially for heavy weather, and in a war of the elements. Her

is at her best in a second of the consideration of At the office of the Rhynland. The officials anxiety regarding the Rhynland. The officials were conflicient that she was either off the coast awaiting more favorable weather for entering port, or had fallen in with La Gascogne and was port, or had fallen in with La Gascogne and was met La Gascogne in distress and have stopped to help her. Still, if neither of them is sighted to-day there will be cause for some analety re-garding their safety. In such weather as has day there will be cause for some inxiety re-garding their safety. In such weather as has been prevailing for the last few days no agent can feel absolutely certain of the safety of his ship unless she is moored alongside a pier, and

ship inless she is moored alongside a per, and securely moored at that.

The inquiries at the office of the French line vesterday were mostly from importers who had goods on board La Gascogne. Most of her passengers are foreigners, and the unfortunate system of the French in registering passengers for the registering passengers are passengers and the registering passengers are passengers and the registering passengers are tem of the French in registering passengers for ocean trips gives no clew as to who they are. It is the custom to register passengers by their last name only. Now, there are many men named Faure in France, but only one M. Felix Faure, as far as the world knows. Yet if Mr. Faure before he became President was a passenger on a French line steamer he would have appeared on the passenger list as M. Faure. The complete passenger list of La Gascogne as telegraphed from Paris is as follows:

FIRST AND SECOND CABIN.

Mr. and Mrs. Crozer and Mr. Ja.
Mr. and Mrs. Guttman.
Mr. Mrs. and Miss LanaMr. Leon.
Mr. Leon.
Mr. Leon.
Mr. Edgar M.
Mr. Edgar M.
Mr. Honsord.
Mr. Mrs. Mr. Hon.
Mr. Ravier.
Mr. Ravier.
Mr. Harris.
Miss Aurel.
Miss Boreel.
Miss Boreel.
Miss Boreel.
Miss Treichler.
Mr. AGE.
Mr. And Mrs. Lore.
Grather.

RAGE.
Mr. and Mrs. Lorenzoni.
Mr. Grather.
Mr. Guillant.
Mr. Cabrielli.
Mr. Haller.
Mr. Hourscht.
Mr. Imbriano.
Mr. Kauffmano.
Mr. Lovevotch.
Mr. Lanciers.
Mr. Lagalise.
Mr. Langlaise.
Mr. Langlaise.
Mr. Linderer.
Mr. Linderer.
Mr. Lagalise.

er.
Mr. Barthelot.
Mr. Bilodeau.
Mr. Blast.
Mr. Blagt.
Mr. Blanchi.
Mr. Curto.
Mr. Caporule.
Mr. Croce.
Mr. Croce.
Mr. Crosto.
Mr. Comaili. Leva. Nanzione. Merlini. Magnan. Meribo.

f. Magnan.

fr. Orso.

Mr. Ohlemutz.

Mr. Pulma.

Mr. Tolli.

Mr. Tessanno and brother.

Mr. Parenti.

Mr. Paoli and child.

Mr. Recla.

Mr. and Mrs. Perclini.

and Mrs. Razza

d Mrs. Razza Frances

Schit. Schit. Stroin. Strohmeir and child. Viague. Vighi. Valle. Wutgen.

two children.
Mr. and Mrs. Crusellar.
Mr. and Mrs. Emz.
Mr. and Mrs. Goetziger.
Mr. and Mrs. Lefebyre.
Mr. and Mrs. Miglietta
and two children?

The tugs engaged by the French Line when it first became certain that La Gascogne was overdue are still kept waiting night and day to go down to the ship as soon as she is sighted. The agents of the Rhynland did not telegraph for her passenger list, because they had no fears for her ultimate safety. As the Rhynland carries more



THE MANITOBA

passengers than the Manitoba, her captain would be more likely to be deliberate in such a storm as he must have encountered in making the coast.

New-York lies in an angle of the coast, and in stormy weather the coasts of Long Island and New-Jersey are dangerously close aboard for the New-Jersey are dangerously close aboard for the safety of incoming vessels. Therefore, it may be that even if the Rhynland has not fallen in with that even if the Rhynland has not falien in with the disabled Gascogne she is coming toward port slowly and carefully. The Manitoba, aithough she is built primarily for freight carrying, has ex-cellent passenger accommodations, and had twelve cabin passengers when she sailed from Liverpool. The pictures of the Rhynland and the Manitoba, published with this edition, are from the latest photographs taken of them.

A STEAMER OFF FIRE ISLAND. SHE WAS EXPECTED TO REACH THE HOOK BY 3 A. M.-NO SIGNALS MADE AND HER IDENTITY UNKNOWN.

Fire Is and reported at 11:50 o'clock last night that a steamer was south of the island, coming in. She made no signals, and, therefore, nothing more would be heard from her until she reaches Sandy Hook. This would probably take her nearly three hours.

THE PATRIA IN DIFFICULTY. SHE HAS GROUNDED NEAR PALESTINE SHOAL,

BUT WILL PROBABLY FLOAT TO DAY. The large four-masted steamer Patria, of the Hamburg-American Line, is aground in the main ship channel near the southern edge of Palestine Sheal, and just opposite the Western Union Telegraph Company's observatory. She lies in an easy position, heading about east, and with only little At high water she was observed making efforts to extricate herself, but without avail. She will probably remain aground until this morning's flood tide, and with the assistance of tugs she will, no doubt, be floated. She is in of tugs she will, no doubt, be floated. She is in no danger, it is thought that on account of the electric-light buoys in Gedney Channel being extinguished, the pilot became confused and lost his bearings, and the steamer went aground. The Patria is a new steamer, and left her pier yesterday afternoon bound for Hamburg. She has on board ten cabin and thirty steerage passengers. When word of her grounding reached the city tugs were sent to her assistance, but it was not thought that their services would be required.

SAW NOTHING OF LA GASCOGNE. SHE WAS NOT SIGHTED BY STEAMERS ARRIVING AT EUROPEAN PORTS.

Havre, Feb. 9 .- No news of the steamer La Gasogne has been received here. The agents of the company are still of the opinion that her delay is due to di arrangement of her machinery. Southampton, Feb. 9.-The steamer Berlin, from New-York, January 30, which arrived here morning, reports that she saw nothing of La Gascogne during her voyage.

London, Feb. 9.-The steamer Etruria, from New-York, February 2, which arrived at Queenstown this morning, saw nothing of La Gas last evening, when 200 miles west of Fastnet, she last evening, when 200 miles west of Fastnet, she supplied a Norwegian bark with provisions. The bark was 165 days out from Bangkok, and had for some time been short of provisions.

The Belgian steamer Iris, Captain Smith, at Antwerp, from Savannah, has been placed in dry-dock to repair damage to her bottom and collision bulkhead, caused by striking floating wrecking on the voyage.

A SERIES OF MISHAPS AT A BAD TIME.

The French Compagnie Générale Transatlantique is passing through a series of mishaps just at the moment when it needs that its record should be as good as possible. The company is about to ask from elements. Her and correquently of its annual subsidy of about confident that \$2.400,000. This is a concession which has been granted for many years to the Transatlantique Company. It has recently submitted to the French Government many propositions concerning the reorganization of the postal service with the United State

"Le Courrier des Etats-Unis" of this city, which speaks, of course, authoritatively about these propositions, says that they refer to the building for the New-York and Havre line of two fast steamers, valued at \$4,000,000, and capable of running at a twenty-knot rate. A rapid line would be esinblished between Havre, Bordeaux and Colon by line, which would be arranged specially for trips in southern climates. The voyage to the French colony of Guadeloupe would last only nine days, and it would take only fifteen days to cross between Colon and Bordeaux. Finally, the company proposes to have the steamers which run twice a month between the Colombian coast, Mexico and St. Nazaire, call at Bordeaux-Pauillac. In ex-change of these advantages, the company asks the Government to prolong for ten years its present

Government to prolong for ten years its present concession. The Chambers of Commerce of Havre and Bordeaux have voted already to give their support to the company.

That support is so much more needed because the Générale Transatlantique has to fight against several competitors, mainly the Messageries Maritimes. Moreover, its management was under discussion recently, and an attempt at blackmailers are already in prison under indictments based upon similar criminal attempts on other concerns. The adversaries of the Générale Transatlantique vainly tried also to injure it, on account of the dealings of its agent in New-York with Captain Schmittberger. Such attacks amount to nothing compared to the recent loss of the Amérique, near Savanilla, Colombia, and the anx-ety about the Gascogne, which have caused the shares of the company, to drop 12½ frances on the Paris Bourse.

STORM-TOSSED WITH HUR CARGO ON FIRE. Halifax, N. S., Feb. 9.—The steamer signalled from the Citadel last night, which afterward put out to sea, turns out to have been the City of Wakefield, already reported, from Galveston January 29 via Newport News January 25, for Hamburg, with a cargo of cotton, on fire. When the Wakefield left Galveston she had 3,500 bales of cotton, a large quantity of ollcake, besides 742 logs of cedar. Five hundred miles off Halifax fire was discovered

in the cotton and during the remainder of the voyage to this port such terrific weather was encountered the logs got loose and everything moveable tered the logs got loose and everything moveable not washed overboard by the mountainous seas, was broken by the logs.

The steamer was off harbor all day yesterday, trying to get into port, but in consequence of the storm was compelled to put to sea again until today. The fire has now extended 1g the fore hold and all her cargo will have to be discharged.

The City of Wakefield is 1,327 tons net, built in 1891 and owned by the Tyne & Blythe Ship Company.

ENORMOUS LOSS BY STORM IN FLORIDA. THE DAMAGE TO THE ORANGE AND OTHER

CROPS ESTIMATED AT \$15,000.000.

Jacksonville, Fla., Feb. 9 (Special).-For the first time in forty-two hours the mercury went above the freezing-point at noon to-day. It has been going down since then, and the prediction for to-night is freezing weather again, but with a decidedly warmen temperature after to-morrow morning. One conservative and well-informed grower says that 75 per cent of the orange trees are killed outright, and J. A. Harris, of Citra, one of the most experienced fruit men in Florida, one of the most experience at the large product of the cast matter and the vegetable crops are rulned. A few strawberries may get to market late.

A prominent trans, crtation man said to-night that the aggregate loss would reach \$15,000,000.

ADVANCE IN THE PRICE OF OU Lima, Ohio, Feb. 9.-The Buckeye Pipe Line Com pany, the purchasing department for the Standard Oil Company, advanced the price of North Line dis-trict oil to 60 cents and South Line district to 55 cents this morning.

THE NEWS OF EUROPE.

PRICE FIVE CENTS.

OMENS AT WESTMINSTER.

THE MINISTERIAL MAJORITY HASTENING TOWARD THE VANISHING POINT.

MR. CREMER'S MISSION-THE COMEDY OF CHAS-VINISM-THE LOSS OF THE ELBE AND THE VOYAGE OF THE MAJESTIC-MR. JAMES'S PLAY-MR. STANLEY'S AUTOBIOG-

RAPHY-MR. BALFOUR'S

THEOLOGY. (BY CABLE TO THE TRIBUNE!

(Copyright; 1895: By The Tribune Association.) London, Feb. 9.-Twelve majority. That is the figure by which this Ministry last night escaped defeat in the House of Commons. When Mr. Gladstone took office his majority was 40. When Lord Rosebery took office his majority was 35. How long it will be a majority at all is the question which occupies all political minds.

The session opened ominously. The Queen's Speech is perhaps the most laconic on record; a speech of reserves, of extreme caution, a deliberate effort to say as little as possible, and to commit the Ministry to nothing at all beyond good intents. It is a bundle of compromises, the offsprings of a Cabinet divided against itself, and on some vital questions split hopelessly and irreconcilably into two nearly equal sections. Lord Salisbury remarked in the House of Lords that Queen's speeches usually promised efficiency and economy in the estimates, but this speech promises neither. "I can only construe that curious omission by supposing that the party for economy and the party for efficiency were equally balanced in the Cabinet, and that after a lengthened conflict they determined to say nothing about either efficiency or economy."

That comment will do equally well for other parts of this halting message. One more attempt has been made to ride three horses abreast-Irish Land, Welsh Disestablishment, and Local Veto-but the horseman cannot keep his steeds in line. One pulls ahead, and then another, Ireland gets her neck in front only to be passed by Wales. It is the Prime Minister who fixes one order in the speech and another in the house, Then comes Sir William Harcourt, hotly protesting that Local Veto is as good a horse as either. Which is the straight tip nobody knows. Lord Rosebery allows himself to be voted down in his Cabinet, and Sir William Harcourt comes within twelve of being beaten on the first test vote of the session in the House of Commons.

Where, meantime, is the House of Lords question? What has become of the revolution, the tremendous revolution, solemnly announced last October at Bradford by no less a person than the Prime Minister himself? That was the one issue which was to swallow up all others. There is not a whisper of it in the Queen's Speech, any more than of Home Rule. Challenged in the House of Lords, Lord Rosebery can only say that there is no precedent for it. Are revolutions built on precedents? But why not introduce at once in the House of Commons a declaration of the policy of the Government? Because, says Lord Rosebery, it must be followed by dissolution of Parliament and a general election. Why does the Prime Minister shrink from an appeal to the people on the issue he has himself raised? Why does he even now, after months of delay, refuse to disclose his real purpose, or to state by what method he intends to deal with the House of Lords? He has never stated it. Nobody knows

it. Probably no policy has been settled. On this, as on other sess solemn questions, the Cabinet is distracted and the Prime Minister is not master in his own house. The nation is not to be allowed to know what it is to vote on till it is called on to vote. There is to be no time for discussion or reflection. A policy is to be sprung on the people at the last moment, and a snap vote is to be taken on the greatest constitutional question since 1688. Such are the circumstances in which this session opens. They dwarf the issues, im-

bate on the address in the House of Commons. Mr. Jeffrey's amendment, on which Ministers got their magnificent majority of twelve, dealt with the question of agricultural distress and of unemployed labor, and regretted that the Government showed no appreciation of the gravity of the situation. Mr. Balfour made it his own, saying agriculture was becoming a great national tragedy. The House debated it for three days. The chief result is to show that the Parnellites are clearly resolved to turn the Ministry

out if they can. On Monday or Tuesday will come Mr. Chamberlain's resolution, that the House ought to have an opportunity of voting on the Ministerial House of Lords programme without delay. It may not be carried. But party disintegration proceeds apace. The two sections of the McCarthyites are more hostile than ever. The Dillonites and Healyites are at open war. How long will they act or vote together? Note that another Liberal Member of Parliament, Mr. Clement Higgins, a well-known Q. C., has severed his connection with the party. He is a good Liberal, and even Radical, but he writes that he cannot support the Government in its "aggressive policy against the House of Lords," and that no more party whips need be sent to him. This reduces their majority in the House of Commons to thirteen at most, which again may be reduced at a critical moment by the abstention of such independent Liberals as Messrs. McEwan and Wallace, and perhaps others.

Mr. Higgins goes so far as to call the policy of "filling the cup" a dishonest policy. Filling the cup means rushing measures through the House of Commons by a party majority merely in order that they may be rejected by the House of Lords. The calculation is that all the partisans of each of these measures will be angry enough to support the abolition of the chamber which has rejected their pet measure. This it is which Mr Clement Higgins denounces as dishonest. The word is needlessly strong. He has however, proved his sincerity by offering to resign his seat. The offer was made to the Mid-Norfolk Central Liberal Association, and declined. An attempt to discipline Mr. Higgins and to instruct him to support the Ministry was voted down. Here again, therefore, an important constituency, like the two divisions of Edinburgh, represented by Messrs. McEwan and Wallace, arrays itself against the Government on the very question which they regard as vital to their political existence; and the whips are gloomily asking, Who next?

Some of the Radical-that is, anti-Americanjournals announce that Mr. Cremer is well pleased with the success of his mission to America in behalf of a treaty of arbitration between England and the United States. Mr. Cleveland and Mr. Gresham were "cordial and satisfactory." Mr. Morgan, Chairman of the Senate Committee on Foreign Relations "was as enthusiastic on the matter as Mr. Cremer was himself." Moreover, "the President and Secretary of State are now engaged in conjunction with the British Am sador in drawing up a treaty." Mr. Cremer himself, of course, is the author of these amasing statements. It might be well if the persons he names would explain to the American pu much is true and how much due to the lively fancy of the queer little fanatic who undertakes to teach the American Executive and American Congress and American public their duty.

Mr. Cremer omits to mention that when he went efore the House Committee on Foreign Rela-